

Division: *Hendreds & Harwell Division*

## **CABINET MEMBER FOR ENVIRONMENT – 3 SEPTEMBER 2015**

### **PROPOSED SPEED LIMIT CHANGES, TURNING BAN & TRAFFIC CALMING – HAGBOURNE HILL AND CHILTON ROAD, SVUK AREA**

**Report by Deputy Director for Environment & Economy (Commercial)**

#### **Introduction**

1. This report considers the responses to the consultation on proposals to introduce a 40mph speed restriction on both Hagbourne Hill and Chilton Road, to prohibit right turns from Main Street, West Hagbourne onto the A417 London Road, and to introduce a priority build-out located on Chilton Road at the western entrance to Upton village. Plans showing these proposals are attached at Annex 1.

#### **Background**

2. The on-going Science Vale UK (SVUK) developments are complemented by a diverse range of infrastructure improvement projects which will ensure that sustainable links are provided from existing and proposed settlements.
3. As part of the SVUK proposals, Hagbourne Hill in combination with the proposed Harwell Link Road will provide a new route linking Didcot with the Harwell Campus and other locations, reducing journey times and congestion on the network.
4. The existing speed limit on Hagbourne Hill is the national speed limit. The introduction of a 40 mph speed restriction together with highway engineering improvements, form part of an integrated package of safety and calming measures for Hagbourne Hill. An option with no speed limit reduction, comprising larger and more costly improvement works, was initially considered as the design team reported some 80% of the existing road alignment was non-compliant with modern standards. However, meeting these standards can also be achieved by lowering the speed limit, as the design standards to be applied vary with the design speed of the road. The proposal now being considered uses a combination of speed limit restriction and engineering measures to maximise value for money.
5. On Chilton Road, the initial proposal to calm traffic was a permanent closure of the road which, whilst it had substantial local support was strongly resisted by some members of the community, particularly by farmers who would be significantly affected by a closure. The proposed speed restriction and priority build-out were established as a compromise to the differing standpoints with involvement of the local community and Upton Parish Council.

6. The proposed no right turn restriction from Main Street, West Hagbourne is required for reasons of safety given the proposed construction of a new roundabout at the A417/Hagbourne Hill junction nearby.
7. In addition to the measures described above for which formal consultation is required, other features (including a new refuge at the A417/Chilton Road junction in Upton and gateway features on the A4185 Newbury Road and at Hagbourne Hill to demarcate the entry to Chilton Village, and reinforce the 30 mph speed limit) were included in the consultation.

### **Formal Consultation**

8. Consultation on this package of proposals took place between 20<sup>th</sup> May and 19<sup>th</sup> June 2015. In addition to statutory consultees, information was sent to around 180 properties in Upton and a further 120 in West Hagbourne. Respondents were also able to view and respond to the consultation documents on-line, via a dedicated web portal.
9. Thirty-four responses in total were received. The full consultation response record together with officer response is set out at Annex 3, with a summary below. County Councillor Stewart Lilly has no objection to any of the proposals.

#### Hagbourne Hill – 40 mph Speed Limit Restriction – Summary of consultation responses

10. Thames Valley Police objected to the proposal on the basis that the 85<sup>th</sup> percentile speed survey data provided demonstrates that the existing 60 mph National Speed Limit is appropriate for the road environment. The Police view the existing 85<sup>th</sup> percentile speed of traffic as an indicator of how acceptable the introduction of a new speed limit will be. If the 85<sup>th</sup> percentile speed of existing traffic is 7 mph or more over the proposed new limit, they consider the new proposal as unlikely to be effective without other measures such as engineering or continual enforcement.
11. The speed survey locations are shown at Annex 2. 85<sup>th</sup> percentile speeds of approximately 57-58 mph were recorded at survey locations A and B, to the east of the Chilton Road intersection. This moderated to 54 mph at survey location C, closer to A417. These results are out of tolerance with the police acceptability criterion as stated above, being a large margin in excess of the stated threshold of 7 mph above the proposed new limit.
12. Upton Parish Council has no objection to the lowering of the limits.
13. Public response was mixed, with three objections and also some concerns being raised about driver compliance with the proposed limit and the police's ability to enforce. One objection was on the basis that the measure is not necessary, with vehicles currently able to travel in safety at 60 mph over the majority of the length of the road. Another objector points out the road was improved recently and that traffic is able to exceed 40 mph in complete safety. Where speed limits are artificially low, unreasonably constraining the progress

of cautious drivers, they serve only to increase frustration, contention and pollution. The final objector views the proposal as pointless, and advises that there may be a small merit in a 50 mph limit.

Chilton Road – 40 mph Speed Limit Restriction – Summary of consultation response

14. Thames Valley Police objected on the basis that the speed survey data provided by OCC show that the existing National Speed Limit is appropriate for the road environment. They will not support lowering this speed limit to 40mph. Speed survey data shows an 85<sup>th</sup> percentile speed of around 49 mph at the single survey location D on Chilton Road.
15. Upton Parish Council had no objection to the lowering of the limits but requested a change in position of the start of the existing 30 mph limit to move it much further to the west, to achieve reliable speed reducing effect.
16. Public response is more supportive for the restriction on Chilton Road than Hagbourne Hill. Concerns and comments raised include whether the proposed limit will be adhered to, that existing speeds do not appear excessive, and that the past safety record of the road is good.

Officer response to proposed 40 mph speed restriction objections

17. The County Council applies the Department of Transport guidelines on setting local speed limits as the basis for determining the appropriate limit for any specific location. It is acknowledged that the character of this road lies somewhat outside the usual parameters for a 40mph limit as given in the DfT guidelines, but the latter do provide for some flexibility, and in this instance, taking account of the concerns of the local community over the increases in traffic volumes and speeds using local networks as a result of the Science Vale wider proposals, the proposed 40 mph speed limit is judged to be broadly consistent local opinion and the wider strategy for the Science Vale area.
18. The request from Upton Parish Council that the start of the proposed 40 mph limit (and coincident start of 30mph zone) should be moved further to the west than that advertised, by around 25 - 30 metres, which will coincide with the revised position of the build out (see below) is accepted.

No Right Turn Restriction from Main Street to A417 – Summary of consultation response

19. Upton and Harwell Parish Councils offered no objection to the proposal however two local farmers have strongly objected due to the hazards of driving larger vehicles with trailers and the difficulty of negotiating a 360 degree turn on the roundabout perhaps in the outside lane.

Officer response to No Right Turn Restriction Main Street to A417 objections

20. The proposed roundabout has been designed in accordance with design standards, without any relaxation or departure from standard. The situation

described – that of overly large vehicles negotiating a roundabout – is not uncommon and considered relatively low risk particularly where, as in this case, highway gradients are not adverse. Adverse gradients pose a risk because of the increased likelihood of vehicle overturning, associated with excessive speeds or high vehicle centre of gravity or these factors combined. In this case, the low risk can be further reduced by the introduction of a warning signs on the approaches.

Priority Build-Out on Chilton Road –Summary of consultation response

21. Upton Parish Council clarified that they neither object to nor support the proposal, but offered their opinion on how the proposal can be improved. They are concerned that a single build out will be inadequate to slow eastbound traffic, and their preferred option is for the build-out to be combined with a wide speed bump or if not possible, alternatively, a double build-out (chicane). They suggest that a location of the build-out further to the west would be more effective in reducing speeds.
22. Public comments are generally supportive. The strongest adverse response was from a nearby resident on the grounds of safety, who suggested that the build-out will push vehicles onto the wrong side of the road and closer to the access lane to his residence. This would create a conflict zone as the respondent reports that his access lane junction with Chilton Road suffers from poor visibility, with the result that he has to edge out of the lane into Chilton Road. However, despite this the respondent clarified that he does not object to the proposal, but advises a chicane would be preferable in this situation, as this would push vehicles back over onto the correct side of the road. Another resident questioned whether the measure is really necessary, speeds not being excessive and pointed to the good accident history of the road.

Officer response to priority build-out comment

23. Earlier draft designs involving the inclusion of a speed cushion here were met with strong objections from local farmers who need to take large farm machinery on the road; consequently this option is not being pursued.
24. On the suggestion of altering the location of the build-out (and associated change in speed limit) by 25–30 metres further to the west, this can be accepted as it would not significantly affect its effectiveness in calming traffic speeds and would better reflect the desires of the local community, including local farmers who have a field access nearby.
25. Regarding the Parish Council's proposal for the additional build-out to create a chicane, it is proposed not to accede to this at the present time but to keep the situation under review.

Splitter Island – A417 / Chilton Road junction – Summary of consultation response

26. Upton Parish Council responded that they neither objected to nor supported the proposal and commented on how it could be improved. They consider that proposal will not have the desired effect to slow down left turning traffic which comes from the Blewbury direction, and suggest narrowing the junction, which will force vehicles to slow down. The majority of public respondents supported narrowing of the junction, reflecting the Parish's views

Officer response to splitter island comment

27. In order to meet local aspirations, a compromise is suggested with the entry radii tightened with an over-run area provided to accommodate the larger HGV vehicles.

Gateway Features – Summary of consultation response

28. There were no objections to the proposals.

**How the project supports LTP3 objectives**

29. The measures will help to reduce congestion, improve accessibility and road safety.

**RECOMMENDATION**

30. **The Cabinet Member for Environment is RECOMMENDED to approve:**
- (a) the Oxfordshire County Council (Harwell and Various Parishes) (Speed Limits) Order 20\*\* as advertised, and amended on Chilton Road as described in this report;**
  - (b) the Oxfordshire County Council (West Hagbourne Main Street – London Road) (Prohibition of right turn) Order 20\*\* as advertised;**
  - (c) the Chilton Road, Upton – Proposed traffic calming build out as advertised and amended as described in this report;**
  - (d) approve the Chilton Road / A417 junction improvements as advertised and amended as described in this report;**
  - (e) approve the gateway features as advertised.**

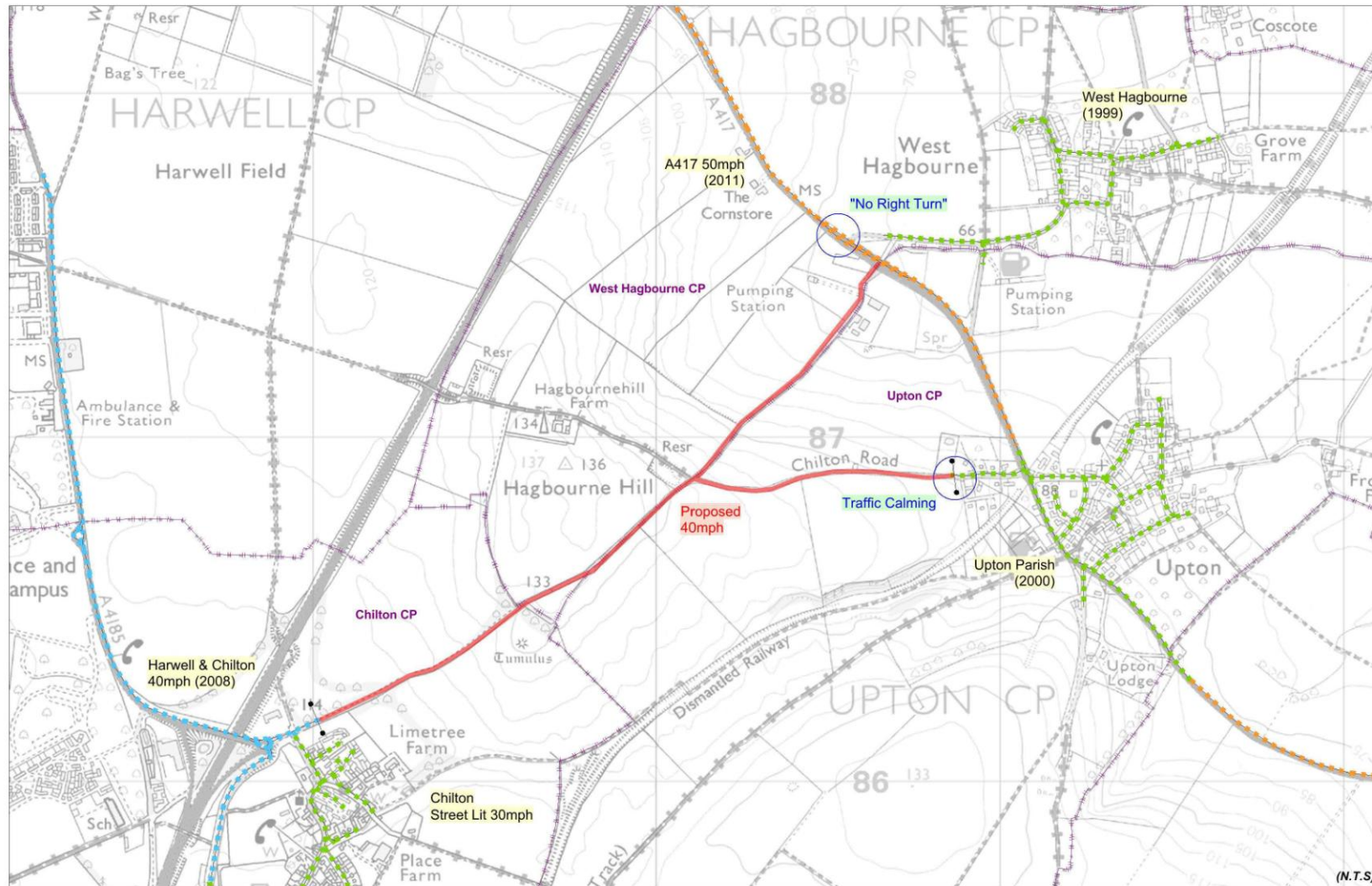
MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: Copies of the draft order, statement of reasons, plan and notice, and copies of responses to the consultation, are available in the Members Resource Room.

Contact Officers: Paul Durham 01865 815803  
August 2015

OXFORDSHIRE COUNTY COUNCIL - HIGHWAYS & TRANSPORT



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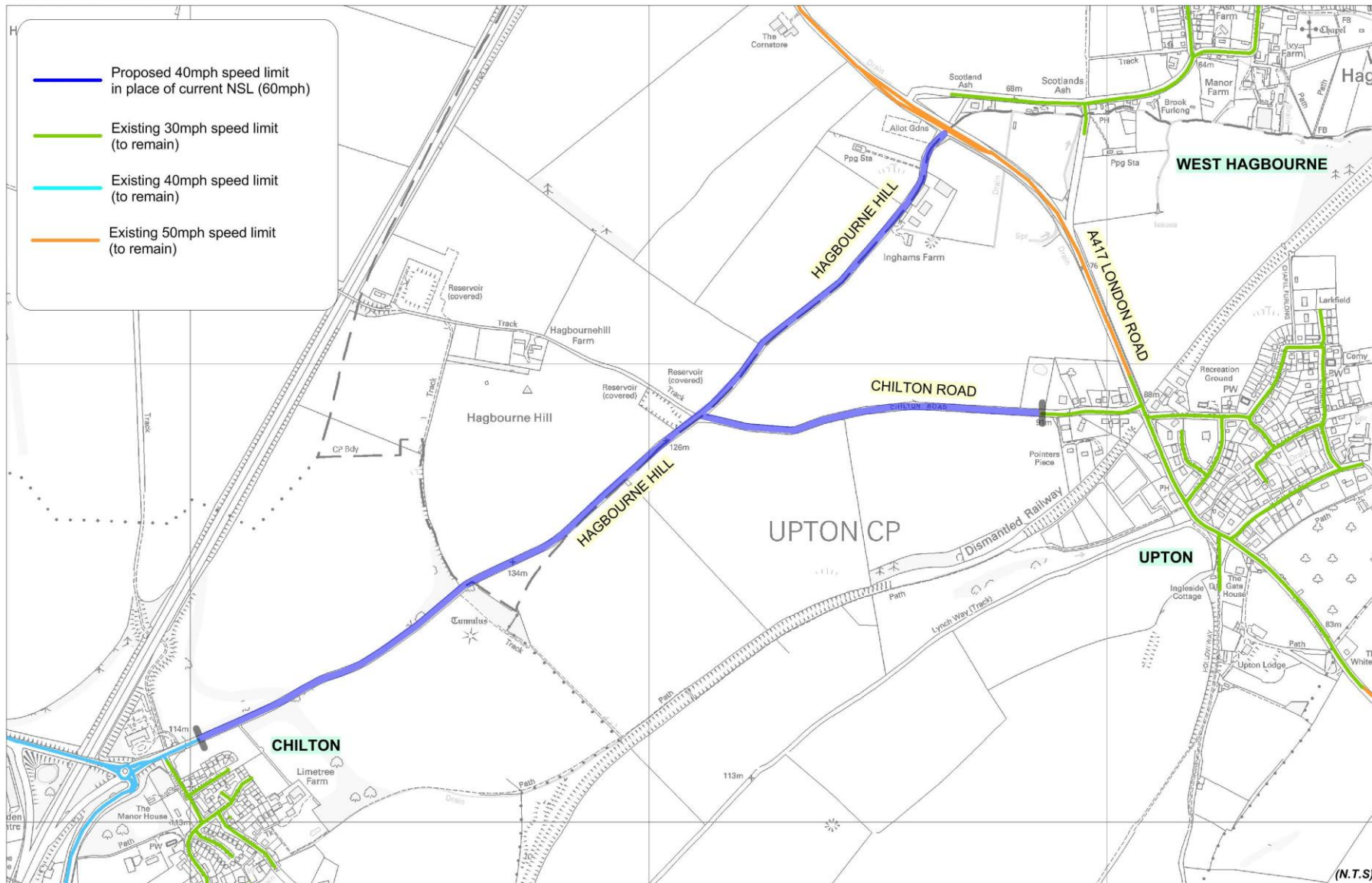


Date drawn: 17/04/2015  
Drawn by: CJM

Map centre:  
easting. 450110, northing. 186970

HAGBOURNE HILL AREA:  
PROPOSED 40MPH SPEED LIMIT

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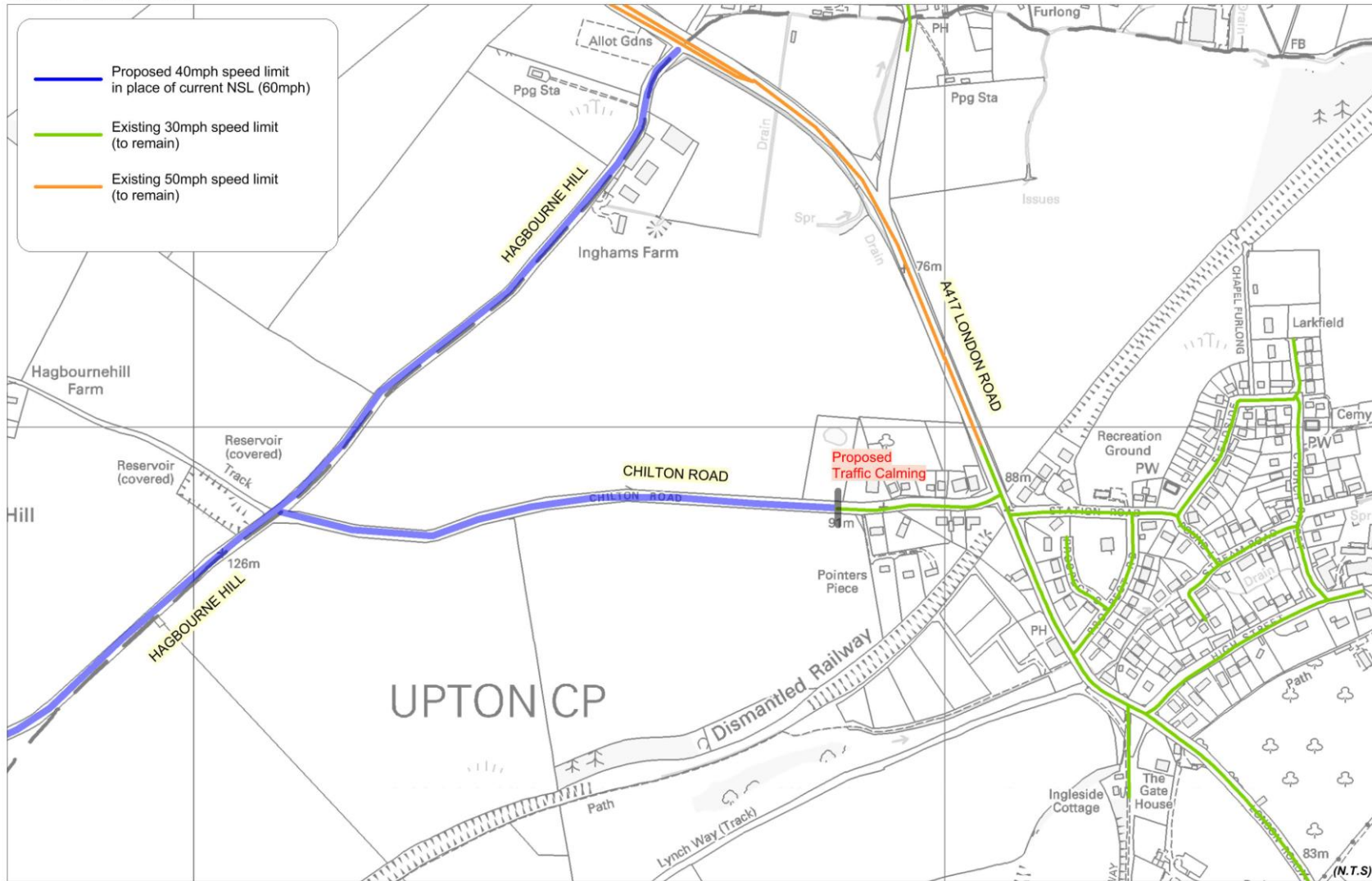


Date drawn: 20/05/2015  
 Drawn by: CJM

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HAGBOURNE HILL AREA - CHILTON ROAD:  
PROPOSED 40MPH SPEED LIMIT

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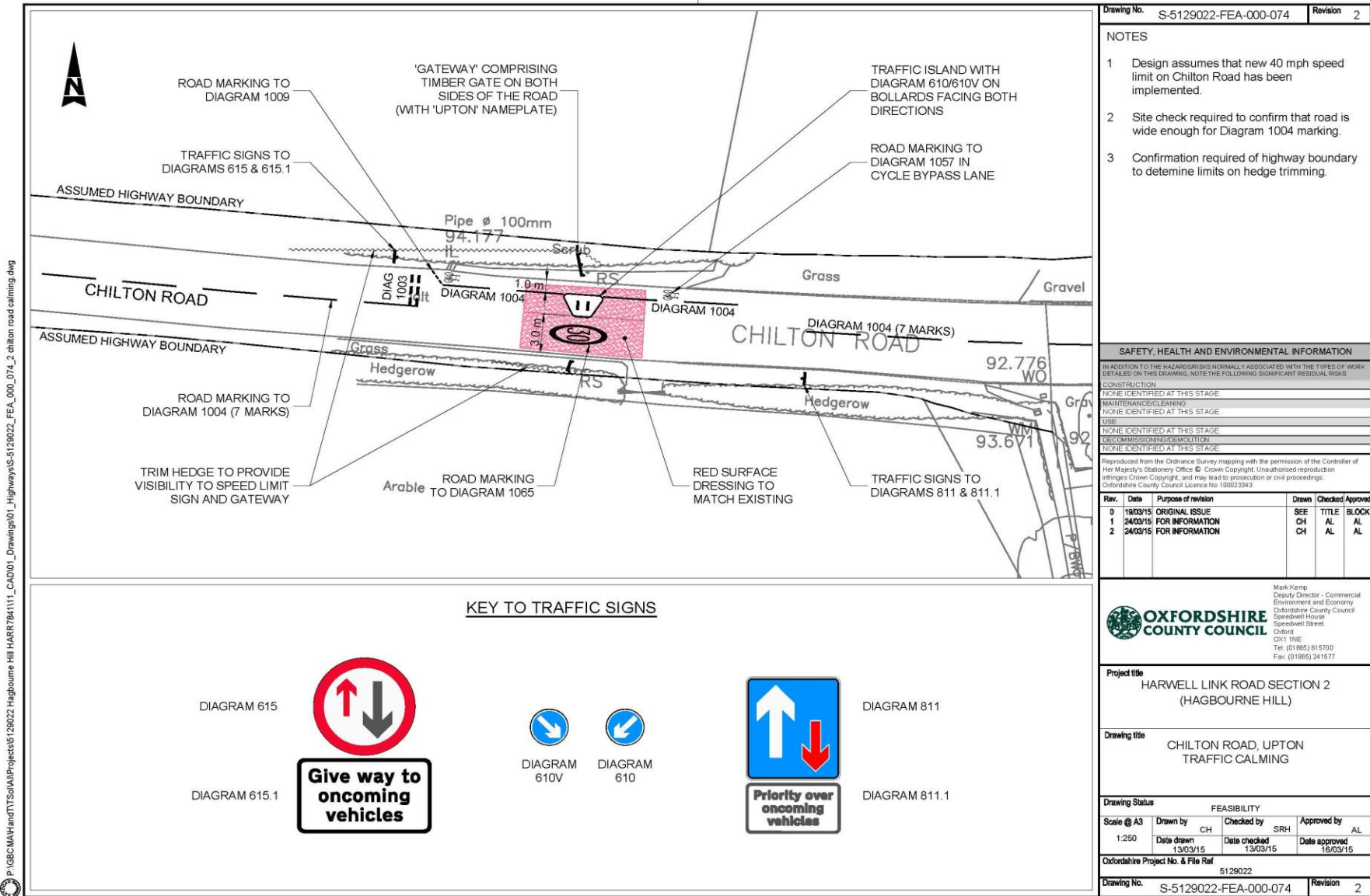


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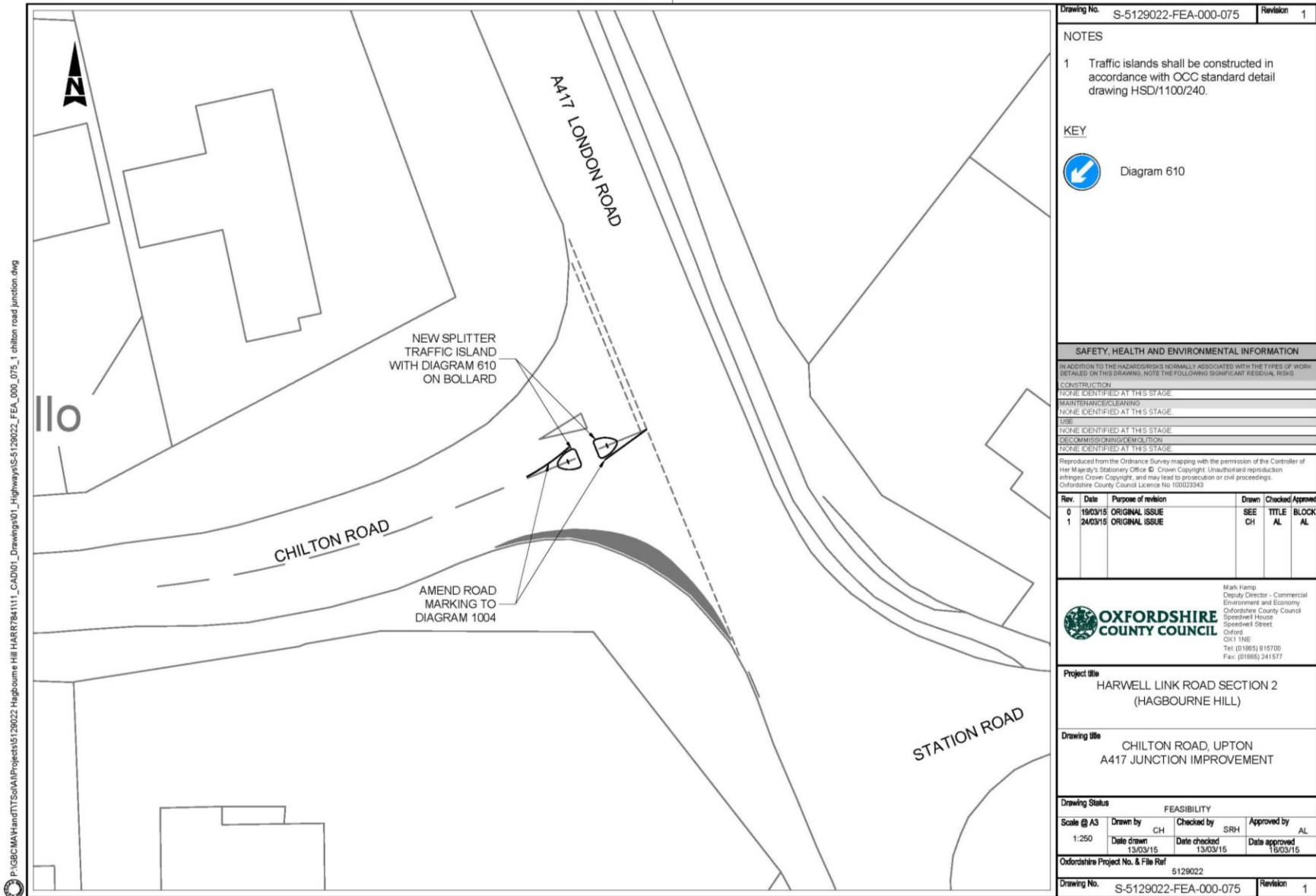
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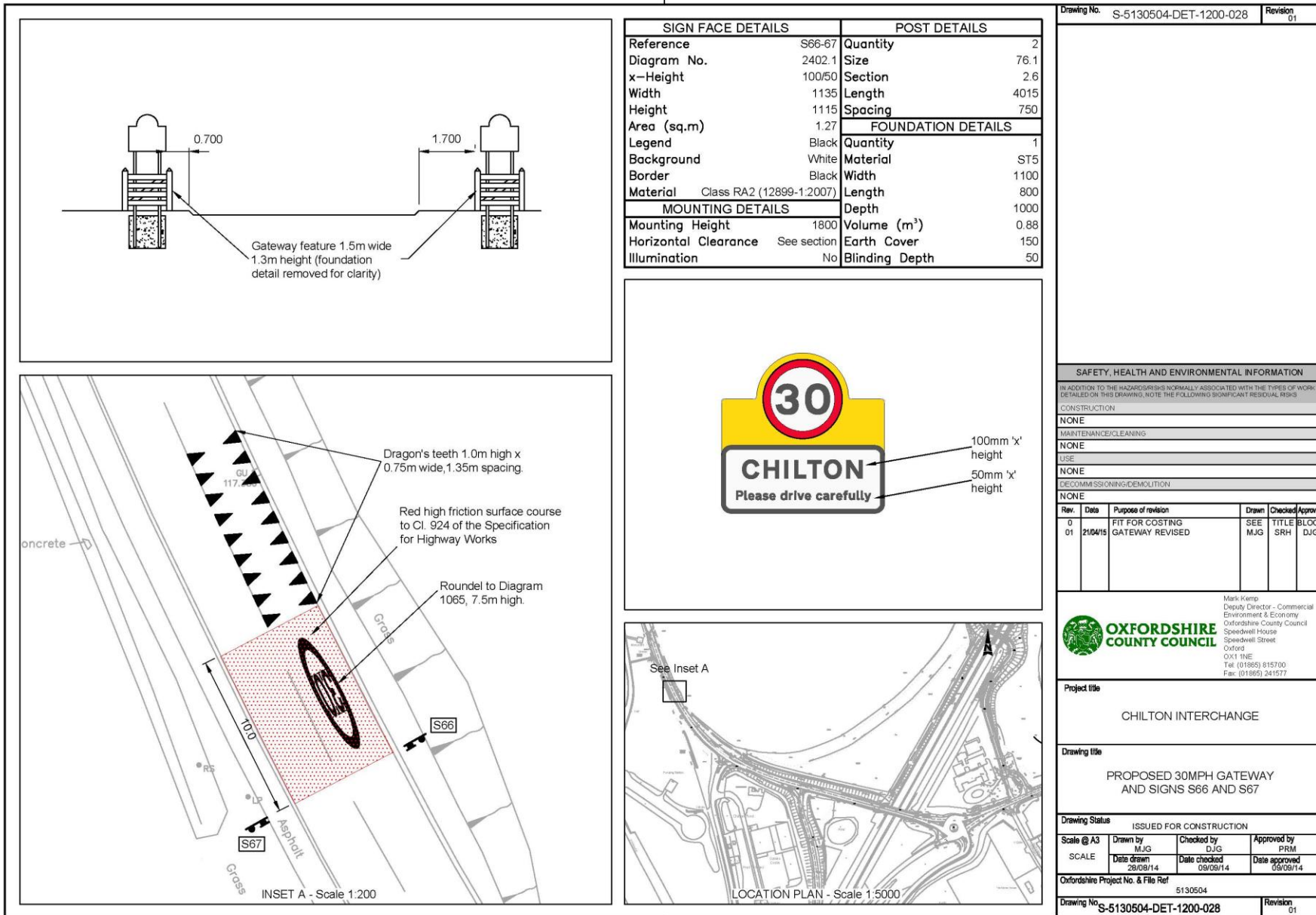


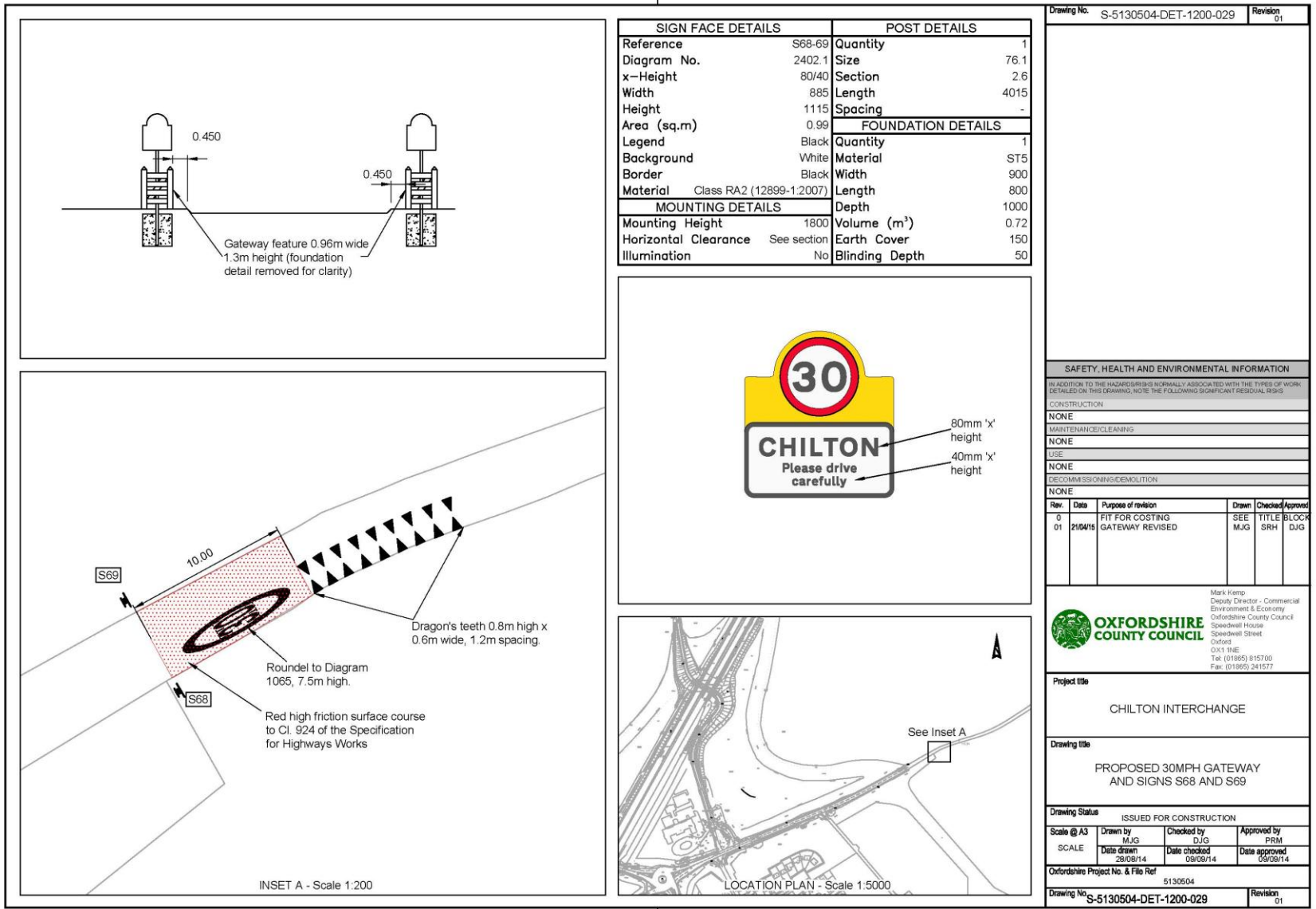
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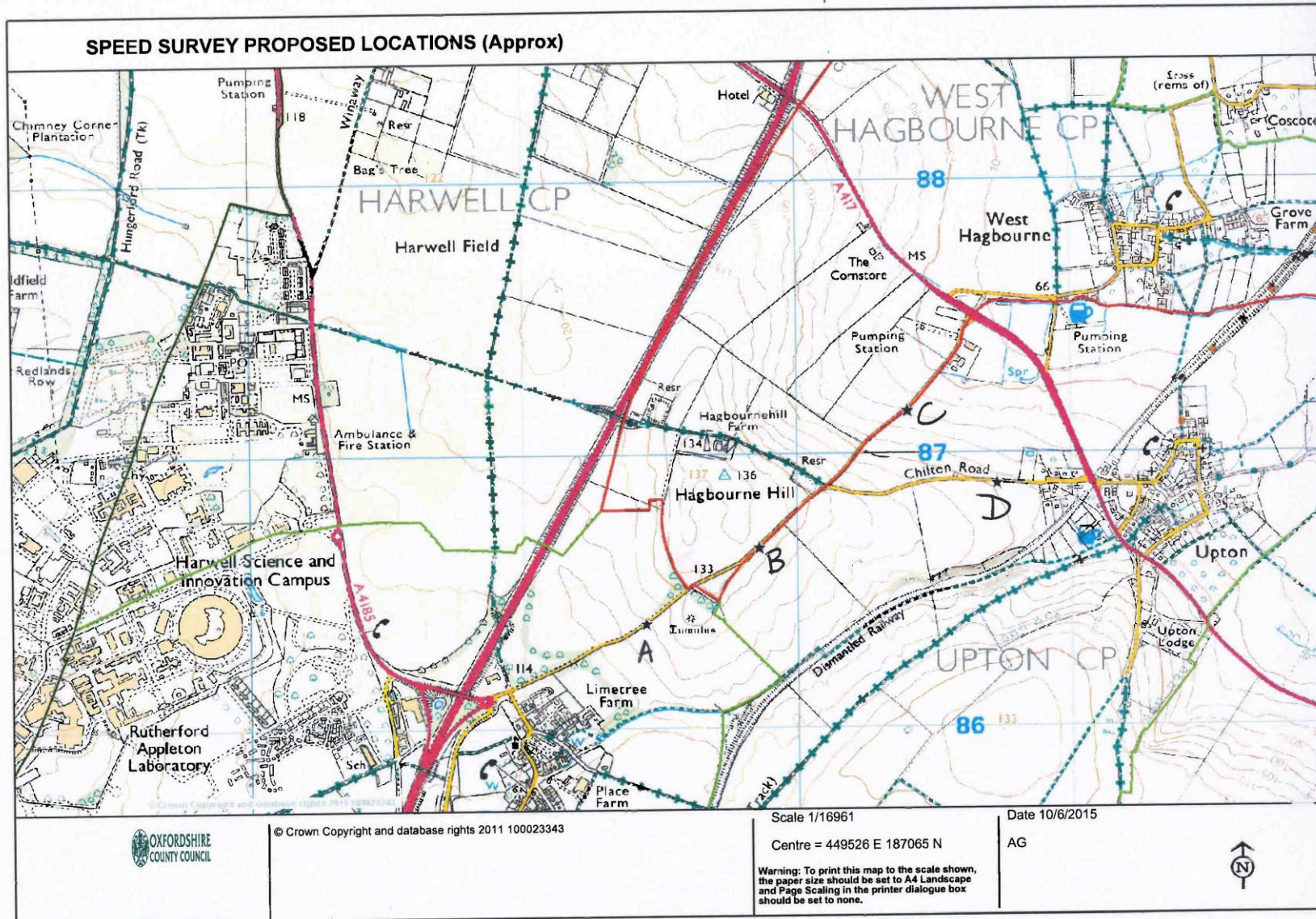


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Drawing No. S-5129022-FA-000-075	Revision 1				
<b>NOTES</b>					
1 Traffic islands shall be constructed in accordance with OCC standard detail drawing HSD/1100/240.					
<b>KEY</b>					
	Diagram 610				
<b>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</b>					
<small>IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:</small>					
CONSTRUCTION: NONE IDENTIFIED AT THIS STAGE					
MAINTENANCE/CLEANING: NONE IDENTIFIED AT THIS STAGE					
USE: NONE IDENTIFIED AT THIS STAGE					
DECOMMISSIONING/DEMOLITION: NONE IDENTIFIED AT THIS STAGE					
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<b>Rev.</b>	<b>Date</b>	<b>Purpose of revision</b>	<b>Drawn</b>	<b>Checked</b>	<b>Approved</b>
0	19/03/15	ORIGINAL ISSUE	SEE	TITLE	BLOCK
1	24/03/15	ORIGINAL ISSUE	CH	AL	AL
<small>Mark Kemp Deputy Director - Commercial Environment and Economy Oxfordshire County Council Speedwell House Speedwell Street Oxford OX1 1HE Tel: (01865) 815700 Fax: (01865) 241577</small>					
<b>Project title</b>					
HARWELL LINK ROAD SECTION 2 (HAGBOURNE HILL)					
<b>Drawing title</b>					
CHILTON ROAD, UPTON A417 JUNCTION IMPROVEMENT					
<b>Drawing Status</b>					
FEASIBILITY					
<b>Scale @ A3</b>	<b>Drawn by</b>	<b>Checked by</b>	<b>SRH</b>	<b>Approved by</b>	
1:250	CH	SRH	AL	AL	
	<b>Date drawn</b>	<b>Date checked</b>	<b>Date approved</b>		
	13/03/15	13/03/15	16/03/15		
<b>Oxfordshire Project No. &amp; File Ref</b>					
5128022					
Drawing No. S-5129022-FA-000-075		Revision 1			







## Consultation Responses

	Consultee	Comment	Officer Response
1a	Traffic Management Officer for Superintendent i/c Roads Policing Thames Valley Police	<p><b><i>(Prior to submission of speed survey data to Thames Valley Police)</i></b></p> <p>In principle I do not object to these proposals with exception to the lowering of the speed limit along the complete length of Hagbourne Hill and part of Chilton Road.</p> <p>I can find no justification in this documentation that supports a lowering of the existing speed limit from National to 40 mph. Existing collision history is confined to only two locations, the junction with Chilton road and a bend in the road south of this junction.</p> <p>Statement of reason is generic and not specific to the location. Once again Department for Transport Circular 1/2013 appears to have been ignored and no speed data in support of the proposal has been included.</p>	Comprehensive speed survey data was subsequently provided to TVP.
1b	Traffic Management Officer for Superintendent i/c Roads policing Thames Valley Police	<p><b><i>(After submission of speed survey data to Thames Valley Police)</i></b></p> <p>Hagbourne Hill Based on the figures provided, I will not support any lowering of the current National speed limit. The figures clearly suggest that the National speed limit is appropriate in the current environment.</p> <p>Chilton Road Based upon the current data I believe the current speed limit is appropriate to this environment and will not support lowering this speed limit to 40.</p>	Part of the wider Science Vale strategy is to calm local traffic, to allay resident's concerns about the increases in traffic volumes using their local networks, as a result of the Science Vale wider proposals. OCC has already carried out substantial consultation with the parishes and local community. OCC led the proposal for the 40 mph speed limit on Chilton Road as an alternative solution to the opposed original plan to completely close Chilton Road to through traffic. The proposed 40 mph speed limit is therefore in accordance with local opinion and the wider

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			strategy of the Science Vale proposals.
2	Harwell Parish Council	Harwell Parish Council has no comment on the consultation	Noted
3	Upton Parish Council	<p>Upton Parish Council met last night to discuss the proposed traffic calming measures described in your consultation documents circulated on 20<sup>th</sup> May 2015.</p> <p>Taking these in order, the Council has <b>no</b> objection to:</p> <p>(1) the proposed no right turn out of Main Street onto the A417 in West Hagbourne. However, this would serve no purpose until the roundabout at the bottom of Hagbourne Hill is built.</p> <p>(2) the proposed change to a 40mph speed limit on Hagbourne Hill towards its junction with the A417, nor to the proposed 40mph speed limit on Chilton Road itself, towards the existing 30mph speed limit at the Upton end. However, there is very strong support for moving the existing 30mph speed limit much further up the road.</p> <p>However,</p> <p>(3) the proposed traffic calming priority build-out was thought to be inadequate as a measure to slow traffic coming down the hill towards Upton, unless also accompanied by a wide speed hump, or alternatively having two Priority Build-outs, the former being the preferred option. We feel both these measures and the 30mph limit sign should be situated further up the road (beyond the houses?) to have any sort of reliable speed-reducing effect. It was not thought that emergency vehicles would object to the presence of a hump on what is in effect a country lane, albeit at the moment a convenient cut-through to the A417.</p> <p>The majority of traffic tends to be one-way, uphill in the mornings and downhill in the evenings, so it was not thought that the build-out combined with a hump would cause unnecessary delays, but would hopefully have the effect of encouraging drivers to go on to Hagbourne Hill, without</p>	<p>Noted</p> <p>Agreed – the start of the 30 mph restriction can be moved around 25-30 metres further west to coincide with the revised position of the build-out</p> <p>Agreed that the proposed build out can be situated around 25 – 30 meters further west. It is proposed to adopt a ‘wait and see’ approach to monitor the performance of a single build out before introducing an additional one if required.</p> <p>There is no proposal to introduce a speed hump assurance has been given to local farmers that this will not be an option for consideration.</p>

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		<p>such inconvenience.</p> <p>Residents with young children are deeply concerned about the dangers of speeding traffic when exiting their drives, and also the danger to children walking down the grass verge towards the junction with the A417, which they have to cross to get to the school bus stop in Station Road.</p> <p>(4) We do not think the proposed splitter at this junction will have the required effect and reiterate our earlier suggestion of narrowing the entrance to Chilton Road in order to force vehicles to slow down when turning left into Chilton Road from Blewbury, which at the moment they can swing round without slowing down and speed up the hill.</p>	<p>Noted.</p> <p>Agreed - The radius will be tightened, and an overrun area in the verge will be provided for large HGV vehicles.</p>
4	Two Residents of Upton	<p>We are very concerned that there is no mention of traffic calming on the actual A417 as you approach Upton village from Hagbourne or Blewbury. The main road is already busy and although there are flashing speed restriction signs and white gates, these are ignored by the majority of road users. The road is only going to get busier with all the new developments plus the new access onto the A34 at Chilton.</p> <p>Children have to cross this road to catch school buses from outside the village hall and this is at peak times. It can take ages waiting for a safe time to cross especially at the Chilton Road junction. There is also a blind bend at the junction with Prospect Road which means exiting right onto the A417 is very difficult, especially with the speed of 30mph constantly being ignored. It is not unusual for drivers to be going between 40 and 50mph on this road until they come to the bend. It is equally hard to cross on foot at this point.</p>	<p>These comments are outside the scope of the consultation, but noted.</p>
5	A Resident of Upton	<p>I have no issue with proposal b) or c).</p> <p>I do have issue with proposal a). We already have a restriction coming out of that side of the village and no right turn onto the A417 from the road that passes the Horse and Harrow - the only other access road on this side. How are we supposed to get onto the Wantage road? Go all the way through Didcot, take a</p>	<p>This manoeuvre can be made by use of the proposed new roundabout.</p>



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		<p>loop around Chilton?</p> <p>I have never seen this right turn cause issue, so would like to understand a more detailed rationale for why curtailing it is being proposed.</p> <p>I would also like to understand why traffic calming hasn't been considered for Main Street itself. Cars frequently use it like a rat run, completely ignoring the speed restriction and going through at 50mph. If you made that a less attractive route for Didcot then any issue would self - resolve.</p>	<p>Improve safety by preventing vehicle conflict.</p> <p>These comments are outside the scope of the consultation, but noted.</p>
<p>6</p>	<p>A Resident of Upton</p>	<p>I would not support a no right turn from Main Street in West Hagbourne without there first being a roundabout built at the bottom of Hagbourne Hill where traffic could go towards Rowstock.</p> <p>At Harvest time, tractors taking grain to the Grainstore a few hundred yards from the current junction would not be able to access the Grainstore without a roundabout.</p> <p>I have lived in Upton for forty years and don't believe a traffic calming build out is necessary nor desirable on Chilton Road. After all, traffic approaching the A417 down Chilton Road have to stop to negotiate the road junction anyway so their speed is not unduly excessive, even if above the 30 limit.</p> <p>I cannot remember any serious accidents or incidents when entering the village down the hill nor at the junction where (unlike at the poor junction at the bottom of Hagbourne Hill) visibility is excellent and traffic speed is relatively low.</p> <p>Chilton Road residents make an issue of traffic speed, but if traffic calming measures are needed anywhere that must surely be on the A417 at the entry to Upton from the Rowstock direction.</p> <p>I would remind you also that Combine Harvesters travel up Chilton road to gather in the harvests from the fields on their left hand side. It is very narrow at the moment and Combines can only pass with care, that would be impossible with a narrowing of the road.</p> <p>Furthermore, tractors pulling forty foot?</p>	<p>The roundabout will be constructed first.</p> <p>Speeds may not be excessive in relation to the current national speed limit, but proposed build out will be introduced to calm traffic in combination with new 40 mph speed limit. This will make the road environment safer and enhance it for pedestrians/cyclists.</p> <p>Noted</p>

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		<p>trailers loaded with bales use this road as they cannot turn left exiting Hagbourne Hill Farm Road as they cannot negotiate the tight left turn to go down Hagbourne Hill. Tractors pulling Grain Trailers use Chilton Hill rather than Hagbourne Hill because the descent gradient is less and it is safer to use that road. They however could probably negotiate a calming measure.</p> <p>Any calming measure at the bottom of Chilton Road would need to take into account the need of the "bales" tractor and trailers to be able to negotiate it. The speed of the traffic on Chilton Road that is going down Hagbourne Hill is sometimes quite quick but it doesn't seem to cause any problems at the junction opposite Hagbourne Hill Farm.</p> <p>Traffic going the other way tends to be slower due to the hill but recent work at that junction seems to have made things better.</p> <p>It wouldn't bother me at all if a 40 mph speed limit was imposed on this road but I doubt it would be enforceable and at the moment there is nowhere for enforcement vehicles to position themselves at the roadside. Perhaps speed cameras would be a more effective way of enforcing speed limits on any entry to the village? If you have not sent already this letter to Hagbourne Farmers, perhaps you could consider doing so as it could be them that are affected most?</p>	<p>Noted</p> <p>Noted</p> <p>Local farmers were included in the scope of the consultation.</p>
<p>7</p>	<p>A Resident of Upton</p>	<p>I would comment as follows: I have lived in Upton For 35 years and 33 years in Didcot. I can see no benefit to the community for any of the proposals. Reducing the speed limit to country roads is not a priority'. The roads included in the proposal do not have bad accident statics or if they do then the lowering of the speed limit to 40 MPH will serve no purpose in this case.</p> <p>If it is not broken then don't fix it.</p> <p>We have 30 mph signs in Upton village - I doubt you could reach 30MPH When driving around the village</p> <p>What would be a benefit to Upton in the</p>	<p>The speed limit proposal is allied to the strategy for the Science Vale network as a whole and reflects the desire for calmer traffic on the local road network.</p>

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		<p>light of public safety would be to calming traffic using the A417 through Upton Village. We have a Public House on one side of A417 and the village on the other. I would suggest average speed cameras on this part of the A417</p> <p>Also that Prospect road be blocked off at its exit onto the A417 this is a dangerous area. Also a footpath might be a good idea as pedestrians are at the mercy of vehicles exceeding the speed limit with a blind bend in the middle of the area described.</p> <p>Upton has a large volume of cyclists passing through the village from Didcot using the cycle path/ the old railway line to the Ridgway. I believe this area needs to be looked at way before the Hagbourne Hill Area Proposals.</p>	<p>These comments are outside the scope of the consultation, but noted.</p>
<p>8</p>	<p>A Resident of West Hagbourne</p>	<p>As mentioned in our previous letters we had hoped for safety reasons that Chilton Road would be closed as it would have made exiting Hagbourne Hill Farm much safer . The introduction of a 40mph speed limit is welcomed and just hope drivers adhere to it !!! Hagbourne Hill road is now a much smoother surface and is due to be straightened which will encourage drivers to go faster so one hopes there are measures being taken to deter this . We still have concerns that visibility over the brow of the hill gives little time for braking if cars have stopped to turn right into Chilton Road and accidents could happen as they have in the past. Would it be possible to encourage cars and particularly large lorries to continue down to the roundabout and turn right as it would help the flow of traffic ??</p> <p>The traffic calming build out on Chilton Road when reaching the residential area at Upton is certainly a good idea as cars presently ignore the 30mph limit and are a danger to cyclists and children.</p> <p>We had hoped that the Chilton Road junction with the A417 would be narrowed, again to reduce the speed of cars and to deter huge vehicles from taking a short cut through a residential area. This might also make room for a pedestrian crossing which would provide a safe crossing for children catching the school bus from Upton village. Anything that reduces</p>	<p>Noted</p>

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		speed and increases safety has to be a step in the right direction and we look forward to these improvements taking place.	
9	A Resident of Upton	<p>As residents of Chilton Road, Upton we welcome the proposals for traffic calming measures as set out in your letter of 5th June, especially as the original plans to close this road to through traffic were unfortunately dismissed. We are doubtful, however, if the new 40mph speed restriction to be implemented beyond the residential section of Chilton Road in place of the present unrestricted speed limit will be adhered to, as the existing 30mph in the residential section is not, which is largely due to the considerable width of the road at the junction with the A417. We would like to see this narrowed to restrict drivers turning into Chilton Road off the A417 far too fast, cutting off the corners, enabling them to accelerate far beyond the 30mph limit. Even with the proposed chicane in place, this will not stop speeding drivers unless there is also provision for a speed hump. As ours is the last house just before the unrestricted speed limit sign, we, more than most, witness these excessive speeds in both directions on a daily basis.</p> <p>We also feel very strongly that a pedestrian crossing, preferably with traffic lights from a safety point of view, on the A417 between the staggered junctions of Chilton Road and Station Road should be part of the scheme, to slow down traffic and allow safe passage for everyone negotiating this increasingly busy road, where once again the 30mph speed limit is largely ignored, despite the gates and flashing sign on the approach to Upton village.</p>	<p>Noted</p> <p>These comments are outside the scope of the consultation, but noted.</p>
		<p>I would comment as follows:</p> <p>1. Consideration of cyclists on Chilton Road, which is a signed cycleway, is most welcome. The cycle bypass lane for the priority build out is a positive initiative. However, cyclists and motorists will still conflict on this stretch of road which is narrow and has poor sight lines in places. The original plan, to close Chilton Road to</p>	<p>These comments are outside the scope of the consultation, but noted.</p>

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<p>10</p>	<p>A Resident of Upton</p>	<p>through motor traffic, was preferable. Absent the closure of Chilton Road to through motor traffic, then a dedicated cycle lane running the length of Chilton Road (on the margin or adjacent to the road) should be provided.</p> <p>2. The intended splitter traffic island at the junction of Chilton Road and the A417 serves no obvious purpose (it doesn't serve pedestrians, for instance) and is aesthetically inappropriate to its location in a small rural village.</p> <p>3. The intended 40mph speed limit, on Hagbourne Hill Road between Chilton and the A417, is not warranted. This section of road has been improved recently, making it more safe for the existing majority of traffic on this road which exceeds 40mph in complete safety where appropriate and slows for hazardous sections (such as the Chilton Road crossroads) where 40mph may still be inappropriately fast. Speed limits should not be employed as a proxy for the reasoned assessment of safe speed by cautious motorists. Where speed limits are artificially low, unreasonably constraining the progress of cautious drivers, they serve only to increase frustration, contention and pollution.</p>	<p>The purpose of the island is to prevent right turning (A417 to Chilton) traffic cutting the corner and to calm traffic.</p> <p>The speed limit proposal is tied into the strategy for the Science Vale network as a whole and reflects the desire for calmer traffic on the local road network.</p>
<p>11</p>	<p>A Resident of Chilton Road Upton</p>	<p>Further to your letter of the 5th of June, we are very much in favour of the proposals with regard to the reduced speed limits and especially the traffic calming measures on Chilton Road, now it is not to be closed to through traffic.</p> <p>As we live on the corner of Chilton Road at the junction with the A417, we would also like to see the entrance to Chilton Road narrowed considerably as this would prevent drivers turning in off the A417 at speed and accelerating through the residential section, well in excess of the 30mph limit.</p> <p>We would also like to see a pedestrian crossing on the A417 between the junctions of Chilton Road and Station Road, which would slow down the majority of drivers ignoring the 30 mph speed limit and make crossing this stretch of road safer for families such as ourselves with</p>	<p>Agreed</p> <p>Agreed - The radius will be tightened, and an overrun area will be provided for large vehicles.</p> <p>These comments are outside the scope of the consultation, but noted.</p>

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		young children, the elderly and cyclists using the 544 route.	
12	A Resident of Pound Lane Upton	<p>1. We believe the best solution would be the construction of a roundabout or traffic lights at the A417 intersection with Hagbourne Hill and Main Street. It is a matter of speculation as to how drivers wishing to travel west along the A417 from West Hagbourne will circumvent the proposed No Right Turn restriction. Would they (i) attempt a U-turn on Hagbourne Hill or (ii) travel to Upton entering and exiting the village along Station Road and Prospect Road or (iii) travel to Upton, turn right up Chilton Road and make a dangerous right turn down Hagbourne Hill?</p> <p>2. There is clearly an awareness that Chilton Road is on a cycle route. We therefore suggest Chilton Road should have a 30mph restriction along it's entirety. There should be a designated (two way) separate cycle track. Motorised vehicles should be one way (west bound) only with a No Entry restriction at the junction with Hagbourne Hill, two way traffic being permitted at the village end for residents' access to the A417 only.</p>	<p>This manoeuvre can be made by use of the proposed new roundabout.</p> <p>Noted</p>
13	A Resident of Chilton Road Upton	<p>You may remember that, about a year ago, I was active with proposals to make Chilton Road safe and access to the rest of the village, including the Bus Stop, less hazardous. I now wish to make the following comments for consideration by your colleagues and committees:</p> <p>1) The traffic calmer at the top of Chilton Road will be of some help, but it misses the considerable danger of cars accelerating after turning from the A417 into Chilton Road.</p> <p>I frequently find myself overtaken after taking that turn and trying to turn into our drive. There is a need to slow that traffic just as much as that coming downhill.</p> <p>2) At busy times I find it impossible to cross the A417 to go into the village and to the bus stop. This crossing is not only used by old men like me but also by children going to the playground and school bus. It is unrealistic to assume that</p>	<p>These comments are outside the scope of the consultation, but noted.</p>

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		<p>the speed limit is observed during rushhour. A pedestrian crossing in that place is at least as important as the one under construction from the new houses in Hendred to the Bus Stop across the A417.</p> <p>I hope that my comments will be taken sufficiently seriously to result in some suitable action.</p>	
14	A Resident of Main Street West Hagbourne	<p>When I first looked at this scheme I thought It was a joke – a very bad joke. The No right turn restriction proposed is the most stupid, cracked-brain proposal I have ever seen, but it fits in with most of the stupidity becoming the norm now.</p> <p>As for the build-out and gates, this is the most superb way to waste public money – the way Oxfordshire loves. The speed humps do not serve any use, other than to damage car suspension equipment. Another total waste of public money at best damaging at worst.</p>	No comment
15	A Resident of Chilton Road Upton	<p>As a resident of Chilton Road, Upton, we would welcome any traffic restrictions/calming that could make our living environment safer. I am sure you are aware that there are no pavements or street lamps on the road. As a parent of a school girl who catches a school bus from the village bus stop every morning, this is a great concern of mine. The traffic races up and down Chilton Road, with no consideration for pedestrians or cyclists.</p> <p>The proposal for a traffic calming build and a 40mph speed limit on the Chilton Road would be a start. I would also request that a pedestrian crossing be installed at the bottom of Chilton Road to enable residents &amp; cyclists to cross this busy road safely. With the new slip road being introduced on the Chilton interchange, Chilton Road is going to be very busy and increasingly dangerous for pedestrians, cyclists and us poor residents.</p> <p>Your continued consultation with the residents of this area is very much appreciated.</p>	<p>Agreed</p> <p>These comments are outside the scope of the consultation, but noted.</p>
		<p>Island on Chilton Road</p> <p>a. It would be far more preferable if this</p>	

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16	Three Residents of the Local Community	<p>allowed a 4m wide gap. A combine is a minimum of 9-10ft wide at the moment, the likelihood is that they will only increase in size. It would be advantageous to have a small width either side for ease of manoeuvrability. I see no reason why the island could not be slightly shallower in its design allowing for say 1m of encroachment in to the other carriageway. The traffic will still have to slow down and give way, it will however still allow wider vehicles to pass.</p> <p>b. As to location it would be better for say a minimum 20m distance from the field gateway you have identified in order that a better turning circle can be achieved if longer vehicles or tractors and trailers are in use when turning left out of the gateway and down into Upton.</p> <p>Chilton Rd / London Rd Junction</p> <p>a. I see no problem with tightening the radius of the junction between the above, this has been discussed before and is unlikely to impact on the vehicle movements my clients will undertake.</p> <p>b. The proposed islands pose a problem for traffic turning out from Chilton Road heading towards Blewbury or turning into Chilton Road from Wantage direction. I would say that both tractors with trailers and articulated lorries will perhaps struggle with turning onto or off the road, exacerbating what is currently a difficult junction for cumbersome traffic due to the high frequency of traffic on London Road.</p> <p>c. I would propose that the radius of the junction is reduced and that the islands are removed.</p>	<p>Agreed – an overrun area to allow for large farmers machinery to pass by the build out, will be provided.</p> <p>Agreed</p> <p>Agreed - The radius will be tightened, and an overrun area will be provided for large vehicles.</p> <p>OCC highways design team will configure an appropriate design to allow for these vehicles.</p>
17	An Anonymous Resident	I approve of these proposals without modification.	Agreed
18	An Anonymous Resident	Given that Chilton Road is not going to be closed to through traffic as first proposed, this is an excellent and much needed measure which I hope will be implemented at the earliest opportunity.	Agreed
19	An Anonymous Resident	<p>a) No right turn should not be implemented before roundabout in place</p> <p>b) Is cycle lane at restriction on safest side? Cyclists leaving Upton have to cross traffic to access lane. Please check with</p>	Agreed



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		cycle users.	
20	An Anonymous Resident	The roundabout with a road up to Chilton should have been placed at the end of Main Street thus avoiding the inconvenience to local residents and in particular to two farmers, who will have difficulty in moving heavy loads and equipment between their farms in West Hagbourne and their barns located on the A417.	
22	An Anonymous Resident	I agree that build outs in Chilton Road are necessary but the proposed build out in Chilton Road is more dangerous than doing nothing at all. The singular build out is generally ineffective as they only slow traffic if vehicles are approaching from the other direction. The proposed singular build out will merely move traffic to the wrong side of the road where it will be in a dangerous position and still travelling at a dangerous speed for the 5 properties on the south side of the road that have access within a few metres of your proposed build out. The present proposal is badly located and of the wrong design, please provide a double build out moved farther up the hill.	Agreed that the proposed build out can be situated around 25 – 30 m further west. It is proposed to adopt a 'wait and see' approach to monitor the performance of a single build out before introducing an additional one if required.
23	An Anonymous Resident	I have absolutely no idea what you hope to achieve with the splitter island in Chilton Road, you appear to have totally misunderstood the problem. The need is to deter the very large lorries from using Chilton Road where they are a considerable danger to the cyclist and the local residents and also to slow traffic sweeping at high speed round the over generous bend when leaving the A417. The necessary remedy is to build out the kerb on the south side of the junction making entry into Chilton Road more difficult and hence slowing the traffic down. By all means install the splitter island as well as that would make it much more difficult for the large lorries and would encourage them to go on along the A417 to the roundabout and use Hagbourne Hill.	Agreed – The radius will be tightened, and an overrun area will be provided for large vehicles.

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24	An Anonymous Resident	<p>The vast majority, and worst, of traffic collisions at the junction at the bottom of Hagbourne Hill have occurred when vehicles were turning right from the A417 onto the Hagbourne Hill road. This is because of the high speed of vehicles coming along the A417 from Upton and the poor visibility caused by the lighted bollard in the central island.</p> <p>The proposed roundabout would be an improvement generally because it should slow down the traffic approaching from Upton. Therefore, right turns from Main Street should be even safer than they are currently. Also, having to negotiate a 180 turn around the roundabout will be less safe, and especially awkward and dangerous with a long trailer on the back of a tractor or van, for example.</p> <p>None of the current proposals will discourage traffic from using the unclassified road through the conservation area of West Hagbourne as a primary route from Didcot to the A34 - quite the reverse in fact.</p>	<p>Agreed</p> <p>Roundabout will be constructed to comply with highway design guidelines with no departures/ relaxations from standards. Any minor increase in risk will be offset by gain elsewhere.</p>
25	An Upton Resident	<p>Any traffic calming measures around Upton can only be a good thing however these do not mitigate the difficulties crossing from Chilton Road down to the REC where she catches a bus every day.</p>	<p>Agreed</p>
		<p>A priority build out on Chilton Road It is proposed to introduce priority working, in favour of vehicles leaving Upton, on Chilton Road at the village limit (30 mph speed limit). The proposals are shown on drawing S-5129022 - FEA- 000 - 074.</p> <p>We live in (<del>deleted</del>), one of 3 properties down a track off Chilton Road right on the edge of the village. This track is just visible on drawing S-5129022 - FEA – 000 – 074 (bottom right).</p> <p>Point 1: When accessing Chilton Road from the track we have to pull quite far forward to have enough visibility to drive out onto Chilton Road. This can cause drivers travelling in the direction of Chilton to swerve slightly to the right into the</p>	<p>Agreed that the proposed build out can be situated around 20 – 25 m further west.</p> <p>It is proposed to adopt a 'wait and see' approach to monitor the performance of a single build out before introducing an additional</p>

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<p>26</p>	<p>An Upton Resident</p>	<p>centre of the road. The likelihood of an accident in this location would be increased by the proposed traffic island which will force cars driving into Upton to travel on the right hand lane.          Proposal: A chicane with staggered islands on both sides of the road would be a better solution – the island closest to Upton Village should be on the right hand side of the road thus ensuring that cars entering the village are definitely forced back onto the correct side of the road before entering the village. The proposed solution is similar to the chicane at the village edge in Steventon on the road to East Hanney.</p> <p>Point 2. We have children who walk to catch a school bus (from the bus stop on Station Road, at the gated entrance to the Village Hall). Our children walk from our home, down the length of Chilton Road and cross the busy A417 to get to the bus stop, they walk the reverse route back home in the evening. During the winter this walk may be in the dark, at both ends of the day. This is an issue for both children and elderly people living in Chilton Road. The proposed changes to Chilton Road and the A417 do not address the need to make this safe for residents. If traffic is to increase on the A417, which it surely will with the developments proposed in the area, it is essential that people’s safety is paramount. We do not want an accident to happen before better safety is considered.          Proposal: To extend the pavement on the south side of Chilton Road to all properties on the south side of the road. To add a zebra crossing to the A417.</p>	<p>one if required.</p> <p>These comments are outside the scope of the consultation, but noted.</p>
<p>27</p>	<p>A Resident of the Area</p>	<p>I appreciate that the current consultation is looking at speed restrictions around the Hagbourne Hill and Chilton areas but my request is to expand any speed restrictions and traffic calming measures to look at Rowstock as well. The current speed of traffic leaving the Harwell campus area on the A4185 towards Rowstock, and from Rowstock to the Harwell campus, is excessive and will cause a really bad accident soon if not dealt with. The road needs to adopt a 30</p>	<p>These comments are outside the scope of the consultation, but noted.</p>

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		<p>mph speed limit and traffic calming measures in the respective village areas and a maximum 40mph speed in between these areas.</p> <p>The 30mph speed zone in Rowstock also needs to be extended to cover the area of the road going past my property whereas at the moment the 30mph zone starts and stops some 200 yards from my property.</p>	
28a	An Upton Resident	<p>The proposed priority build out on Chilton Road is a much needed feature and I fully support it.</p> <p>The use of a splitter island at the junction of Chilton Road and the A417, however, will NOT address the concern of residents which is the speed at which traffic travelling NW (from Blewbury) can turn into Chilton Road given the unnecessarily wide radius which exists.</p> <p>The suggested island and signage are completely incongruous in this rural environment and will give the impression that Chilton Road is a substantial road actively encouraging greater speeds.</p> <p>There is no need for a pedestrian refuge here and a far better solution would be to tighten the radius of the existing kerbline. This could be done to both carriageways at the junction of Chilton Road with the A417 at relatively low cost but significant advantage as the visual cues a narrowed junction would give to motorists will be significant.</p>	Agreed
		<p>Yes, I object to the proposed splitter island as do other residents. Following a meeting yesterday evening I believe the Parish Council will be registering their objections too.</p> <p>A review of existing arrangements at the junction of Chilton Road was requested by residents and the Parish Council because we all have concerns about the speed with which A417 traffic from the Blewbury</p>	

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<p>28b</p>	<p>An Upton Resident (further correspondence from respondent above)</p>	<p>direction can negotiate the very easy radius which exists and continue at speed up Chilton Road.</p> <p>As I have explained the width of the bellmouth is huge, way in excess of any other junction width in the village. It is not necessary for the swept path to be as generous as it is for farmers or any other larger vehicle and importantly we are trying to discourage anything but local traffic from utilising Chilton Road, preferring it instead to use Hagbourne Hill.</p> <p>The problem you have described (vehicles turning right into Chilton Road cutting across the path of traffic leaving Chilton Road) does not exist. Not every junction requires a splitter island and there is a strong feeling against this proposal in the village as it will urbanise the junction, imply large vehicle are welcomed and fail to address the primary concern, that of vehicles travelling towards Wantage entering Chilton road at speed.</p> <p>A simple tightening of the radius (or radii to maintain symmetry) would help ease all these concerns at a stroke – it would not prevent farm vehicles from entering Chilton Road, it would slow traffic down at the point of entry and it would avoid the unnecessary introduction of urban street furniture and signage as has been suggested.</p> <p>I hope this clarifies my view.</p>	<p>Agreed - The radius will be tightened, and an overrun area will be provided for large vehicles.</p>
<p>29</p>	<p>A Resident</p>	<p>The "no right turn proposal" on A417 at West Hagbourne from Main Street should not be made until the new roundabout has been built and is in operation. Until that happens there is no merit in the proposal.</p> <p>The traffic calming on the Chilton road is a poor second best to the original proposal, the dropping of which seems to have no solid basis.</p> <p>The speed limit proposals seem to be pointless. There would be some small merit in a 50mph on Hagbourne Hill but, in practice the nature of the road sets the limits at different levels along its length. On which point why was part of the said</p>	<p>Agreed</p>

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		road left unaltered and not resurfaced when the works were carried out earlier in the year?	
30	A Resident	While I agree with the proposed 40mph limits and "no right turn" at the Junction of Main Street, West Hagbourne and the A417, you have omitted to take into consideration the need for concurrent traffic calming in Main Street West Hagbourne which remains an ongoing issue. As you know, this is an unclassified road with several right angled bends and 1 significant pinch point which is used as a rush hour rat run to avoid Milton interchange and Rowstock congestion to reach the A34 south and the Science Park at Harwell. Great Western park traffic is adding to the daily volume of through traffic and measures are badly needed to calm this traffic as at times it becomes unsafe for pedestrians and many drivers tend to pull out before entering right angled bends without regard to oncoming traffic. Driving behaviour needs modifying urgently, plus in the longer term, the village needs to be bypassed altogether as Main Street is inadequate to bear current and future likely traffic volumes.	These comments are outside the scope of the consultation, but noted.
31	An Upton Resident	The speed restrictions and chicane on Chilton road are very helpful, however, the traffic island at the bottom of Chilton road at the junction of the A417 will not slow down traffic as it enters Chilton road. A narrowing of the entrance to the road is needed.	Agreed
32	A Coscote Resident	This change will be very inconvenient for residents of Coscote and West Hagbourne who wish to drive to Rowstock and Wantage. If the intention is that the alternative is to U-turn at the Hagbourne Hill roundabout can we be reassured that the roundabout will be large enough to enable this to be done safely in a single turn. Please note also that many large vehicles will also need to be able to turn.	The roundabout will be large enough to make this manoeuvre.
		I am not in favour of the no right turn--I am a farmer and regularly have to turn right	The roundabout will be constructed to current

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33	A West – Hagbourne Resident	up to my grain store with large trailers. I feel that going all the way round the roundabout will be dangerous. My views are shared by Mr (deleted) from (deleted) Farm West Hagbourne.	design guidelines, without any departure. This manoeuvre is considered low risk. Warning signs will be provided.
34	A Resident	<p>Please register my following comments for the Hagbourne Hill consultation :</p> <p>I note that the plan shows a new speed limit of 40mph.</p> <p>I wonder why this is as the current limit is 60 and the road is being improved and straightened in places so why do you consider a new lower limit is needed when the road has been improved and is therefore safer than before?</p> <p>In the attempts to sanitise the roads in Oxfordshire by introducing lower speed limits sometimes a new limit is introduced that is not correct and is too low for the road or its situation. What happens then is that motorists simply ignore it regarding the limit as an example of the authorities being anti-motorist and out of touch by introducing a limit which is so obviously not appropriate.</p> <p>So please think again about this 40 limit on a rural road with no houses and make it one that local motorists might vote for in the unlikely event that this were ever possible.</p> <p>What the Didcot area with all its expansion needs is a better road infrastructure, i.e. more new roads to cope with the vastly increased traffic volumes both in and around the town. And these should be planned with input from local users rather than, as with the current arrangement with your agents Atkins whose employees do not live in the area and therefore cannot have a clear vision of what is really needed.</p>	Proposed speed limit reflects local and OCC priorities for calmer traffic due to SVUK proposals.